The Sun.

CERVERATRAPPED

He Must Surrender or Blow Up His Ships.

SANTIAGO FULLY BLOCKED.

The Merrimac Lies Across the Channel in Its Narrowest Part.

Complete Success of Lieut. Hobeen's Brilliant Feat-He Suggested the Idea and Carried It Out as He Had Planned It-The Merrimae Was First Taken Twenty Miles off Shere and Stripped of Everything of Value That Could Be Taken Out-All Her Coal Unleaded 9,000 Your Left for Ballantorness of the Crews to Volunteer fur the Bangerous Service - Names of the Men Who Were Finally Chosen. Special Cuble Despatch to THE BUN.

EIROSTON, Jamaica, June 5.-Further details of the bottling up of Admiral Cervera at Santiago de Cuba are sent herewith. They supplement the despatches already cabled to THE SUN. The Spanish squadron is sealed within the harbor, from which there is no possible chance of escape. There are now only two courses open to the Spanish commander, who for weeks kept the United States guessing as to his intentions and whereabouts. He must ultimately either sink his ships or surrender them to the Americans. It is scarcely believed that he will be willing to do the latter. The chances are that when he finds himself attacked by land

will blow up his ships to prevent them from falling into the hands of his enemy. By one of the most daring deeds in the annals of naval history Admiral Sampson's fleet has succeeded in closing the narrow entrance to the Bay of Santiago, a feat accomplished under the guns of the Spanish batteries that line the shores and over the mines beneath the waters, which threatened instant destruction to those who took part in the desperate adventure.

The United States collier Merrimac, with a large quantity of coal aboard of her, lies almost crosswise of the channel at its nar-

rowest part. To clear the fareway in face of the fire that could be poured into the entrance by the American warships would, it is believed, be an impossibility, and Admiral Cervera is therefore effectually trapped in the harbor where he sought refuge from the American warships that were scouring the Southern seas for him.

'The names of the heroes who carried out the desperate undertaking are: Lieut. RICHMOND PEARSON HORSON, an Assistant Naval Constructor. OSBORN DEIGNAN, a coxswain of the Mer-

rimac. GEORGE F. PHILLIPS, a machinist of th

Merrimac. John Kelly, a water tender of the

Merrimac.

GEORGE CHARETTE, a gunner's mate of the flagship New York.

DANIEL MONTAGUE, a seaman of the eruiser Brooklyn.

J. C. MURPHY, a coxswain of the Iowa. RANDOLPH CLAUSEN, a coxswain of the

New York. The latter was not selected as a volunteer, but his desire to accompany the expedition was so great that he practically deserted his ship. He was at work on the Merrimac and declined to leave her when all save the volunteers were ordered to join

the flagship. His insubordination was ased over and he is now a prisoner with his comrades in the Morro at Santiago. When Admiral Sampson arrived off Santiago on Wednesday and assumed command of the combined fleets, one of the first to claim an audience with him was Assistant Naval Constructor Richmond Pearson Hobson, who is now the hero of the Santiago fleet. His rank in the navy is that of Lieutenant. He is a native of Greensborough, Ala., and he is but 27

studied naval construction abroad. Young Hobson laid before the Admiral a plan to effectually bottle the Spanish fleet in Santiago harbor, so that one or two vessels could be left to guard this place and the rest of the fleet might be at liberty to go in safety to the north coast and cover

the landing of troops.

With true courage Lieut. Hobson offered to lead the expedition which he suggested. His plan was to select a volunteer crew of just sufficient number to navigate the col-Her Merrimac, to strip the old ship of everything of any value, and then, under cover of darkness, to run her straight toward the narrowest part of the channel and sink herby explosions deep in the hol 1. The crew were to jump overboard as she sank, and, if possible, be picked up by the torpedo boat Porter and the steam launch from the New York, which were to lie close in shore for that purpose. The fleet lying outside was to cover the work of the Porter and the little launch.

Lieut. Hobson presented his plan in eloquent and persuasive language, and Admiral Sampson thought so well of it that he determined to put it into execution. Wednesday night was first selected. That

afternoon this signal was made to the ships of the squadron by the New York : "An attempt will be made to-night to sink the collier Merrimac at the entrance

to the harbor. One volunteer, an enlisted man, is requested from each ship." Immediately the men were mustered on the quarterdecks, and the Captains laid the plan before them, carefully explaining the unusual risks that the volunteers would | them.

incur. Practically the entire companies of

Many of the men positively begged that they be accepted. On the cruiser Brooklyn alone 150 of her crew volunteered, and on

the Texas 140 signified their desire to go. The list was at first made up as follows: Lieut, Hobson, Gunner's Mate Philip O'Boyle of the Texas, Gun Captain Mill of the New Orleans, Seaman Anderson of the

After the Massachusetts and the smaller craft had coaled from the Merrimac, until only 2,000 tons were left in her hold for ballast, the old craft was taken twenty miles to the east of Santlago. There a

charges for sinking her. At 5 o'clock the Vixen came to each ship which had the honor of furnishing one of the volunteers and called out, for example:

"New Orleans, there! We have come

for your volunteer." The men were taken on board the flagship New York. The squadron moved down to the entrance of the harbor, and all expected that the attempt would be made that night. The work of stripping the the attempt. Accordingly last night was

plans was announced. It being believed that the volunteers that had been chosen on Wednesday had undergone too long a strain to render the best service, a new list was therefore made out. The original volunteers were sent back to their ships, broken-hearted because they had lost a chance to die for their country, and those whose names have been

given were chosen. At sunset yesterday the fleet took up a new formation ordered by Admiral Sampson. The ships arranged themselves in an arc of a circle of five miles radius, with Morro Castle as the centre. This was the order, beginning at the westward:

Vixen, Brooklyn, Marbiehead, Texas, Massachusetts, Oregon, Iowa, New York, New Orleans, and Mayflower. The colliers, cable and supply boats remained outside the circle, while the Dolphin and Porter acted as despatch boats.

The evening wore away slowly. A full moon bathed the quiet waters of the Caribbean Sea in a splendid lustre of silver and sea, as now seems to be the plan, he and clothed the high mountains around Santiago in robes of glorious, hazy white-

> The lights of the city blinked meekly in the distance on the hillside, while the single searchlight of the Morro lighthouse burned as brightly as if no enemy lay beneath it outside the harbor. The mise en scens was beautifully peaceful. On the decks of the big ships, however, all was

The entire crews were lying prone upon the decks, with only rubber blankets beneath them. The men are numbered and the even and odd numbers were sleeping alternately, two hours at a time, with their guns and small arms at their sides.

In the event of a torpedo attack each man awake slaps the man next to him, who is asleep, on the shoulder, and in an instant the dark uncertain object in the water plunging toward the ship, is riddled. At 2:30 o'clock, while the moon was still bright, the crew of the Merrimac was sent aboard the Texas and the seven men who remained took her toward the western shore of the harbor entrance at once, closely followed by the launch of the New York, in command of Naval Cadet Joseph Wright Powell of Oswego, N. Y. Powell, too, and the four men in the launch with him, Coxswain Peterson, Fireman Horsman, Engineer Nelson and Seaman Peterson, all of the New York, proved themselves true heroes. This launch lay close to the western shore.

Cadet Powell and his crew saw the Merrimac head straight for Estrella Point, which is on the east side of the harbor, back of the Morro. They knew that just before she reached that point the engines were to be stopped and the momentum al-

lowed to carry her on. Then the flimsy wooden props holding the bonnets of her sea valves in place were to be kicked aside, the helm put hard to starboard, and the starboard bower anchor let go. This would steer the ship directly across the channel and check her headway.

At the same time seven reduced 8-inch charges, containing eighty pounds of brown powder in copper cases and protected by pitch from water, were to be set off separately. These charges were suspended about ten feet below the waterline at intervals of thirty feet, and connected by a series of dry batteries. As the ship steered across the channel the forward port powder charge was to be exploded. Then, as the stern swung into position, the anchor lashed on the starboard quarter was to be years old. He was graduated from the let go and the other six charges exploded Naval Academy in 1889, and subsequently in succession.

> A catamaran and lifeboat were alung aft on the starboard side ready for the seven men to drop into them.

The crew in the steam launch watched the course of the old collier with eyes strained. The moon had sunk behind the horizon. It was 3:20 o'clock.

On, on the heroes went, Lieut, Hobson stood on the bridge of the old collier. dressed in full uniform. The other six men were at their posts, clad in tights, to aid their escape in case they had to swim a long distance.

The watchers saw her head straight for Estrella Point, saw her swing hard across the channel, apparently undiscovered. heard five of the seven charges explode, and then began a screaming, flashing, death-dealing fire from the Spanish ships and batteries that hid the rest from view. The battery on Dead Man's Point, square in the centre of the harbor, opened the fire and soon directed its guns against the

launch. In the face of this hell, with 10 and 12 inch guns blazing at them at this short range, Cadet Powell and the crew of his aunch continued to search for the men of the Merrimae.

They saw then the guns of the Cristobal Colon, Admiral Cervera's flagship, and of the old cruiser Reina Mercedes, which had been considered gunless, trained on them and thundering in their ears.

Still they searched, with never as much as a faint cry for help or the sight of a single arm raised in mute appeal to guide Those on the battleship and others on

THE SUN's despatch boat looking into the the ships volunteered for the dangerous mouth of the harbor with glasses saw only a sheet of flame, which with the roar of the guns lasted for thirty-five minutes. By this time dawn had tinged the land

and sky with light, and the tiny launch could still be seen hovering close to the shore, shore, shore, shore to the seen to th

On the west side of the harbor, in the centre of the channel, just where Hobson Massachusetts, and Seaman Wade of the | bad promised to sink his vessel, could be seen the tops of the Merrimac's masts. The harbor was blocked,

A ship which cost the Government \$350,-000 and 2,000 tons of coal had effectually closed the entrance.

Powell and his men waited for Hobson force of men was put to work stripping her and his comrades to emerge from the of everything of value and fitting powder | mouth of the channel till all hope of their return was gone. Then they sadly turned the prow of their

launch toward the cruiser New York. There was great anxiety throughout the fleet for the brave men who had taken their lives in their hands. The hope remained that they had not perished, and this hope was justified, a few hours later, when, as stated

in my previous despatch, a flag of truce came from Admiral Cervera saycollier, however, was not finished until 2 ing that all of Hobson's party were o'clock in the morning, and by the time she alive, that they had fallen into the hands reached the fleet it was too late to make of the Spaniards, that two were slightly wounded, and offering, in recognition of fixed for the enterprise and a change of | their bravery, to exchange them.

MADRID WILD WITH JOY. The Merrimac Viewed as a Spanish Triumph-Yarns About Blockade Rusning.

Special Cable Despatch to THE BUR. Madrid, June 5.—The city is in a state of wild Merrimac inside the mouth of Santiago harbor. Telegrams from Santiago were read in the Chamber of Deputies last evening and the optimistic contents were welcomed with the utmost enthusiasm.

The Admiralty authorities assert upon official information that the American collier Merrimac was sunk by a Spanish torpedo at the mouth of Santiago harbor. The sunken hulk lies, fortunately, just outside the entrance and does not block the channel. The Admiralty officials consider Santiago impregnable and are confident that Admiral Cervera can held out until reinforcements arrive.

The Nacional alone, of all the Madrid newspapers, takes a sober view of the recent operations at Santiago. The Americans did not seek an entrance to Santiago Bay, the paper says, but merely to block the egress of the Spanish ships. The Minister should now advise the country. the Nacional adds, not to become excited over a small matter, lest disappointment should be in store for the future.

The Heraldo persists in rejoicing. "Dewey," It says, "fancied he could selze Manila, but he has not reached beyond Cavité. Cubs continues to be inaccessible to the Americans, whose formidable squadrons recoil from the mediocre guns of our batteries. Admiral Cervera led them a wild-goose chase on the sea, and has now routed and repulsed them at Santiago."
Admiral Sampson's version of the bombard-

ment of San Juan is regarded throughout Spain as pure invention. El Liberal, in an article under the caption, "A Mendacious Admiral," says that his stories wen't be credited even in Washington. Rejoicings continue throughout Spain over the signal victory of the Spanish

A despatch from Havana represents La Lucha. in an article on the general situation, as saying: 'A rapprochement of Senors Romero Robledo. Castelar and Gen. Weyler is now necessary in order to create a strong party to replace the present weak one, which is sure to tail."

The correspondent of the Heraldo in Havana telegraphs that the Autonomist Government has ratified the prohibition of all commerce beween the island of Cuba and the United States and authorized trading with neutral countries. The Government has also prohibited the export of foodstuffs and sugar, except through ports where such products are imported. It has also been decided to issue a circular to the foreign Consuls requesting them to inform their respective Governments that foodstuffs will be alo Cuba free of duty and will bring high prices.

in consequence of the decision to prohibit the xport of foodstuffs and sugar the authorities n Havana have refused permission to the Britsh steamer Myrtledene to load a cargo of sugar, to be discharged at a United States port or des-

tined for such port. The Spanish gunboat Ardilla has arrived at Havana, having run the blockade. A steamer having on board 800 head of cattle has also been successful in evading the blockading ships and anded her cargo.

LONDON, June 5 .- A despatch from Santiago de Cuba to the Central News, dated June 4 (Saturday), evening, says: "A great cannonading was heard here at

10:50 P. M. on June 3, outside the range of the forts. Undoubtedly the rival fleets are within gunshot of one another." CAPE HAYTIEN, June 5-9 P. M.-No news

has been received here from Santiago de Cuba up to this hour.

A French steamer which arrived here to-day from San Juan, Porto Rico, reports everything quiet there and brings no news. She saw a few Spanish torpedo boats but no warships.

HEROES TO BE HONORED. Hobson Will Sie Nominated for Advancement

Ten Files-Honors for His Men. WASHINGTON, June 5 .- President McKinley will gend to Congress, probably to-morrow, a special message recommending that the thanks Congress be tendered to Naval Constructor Richmond Pearson Hobson for his heroic action n taking the Merrimac into the harbor of Santiago de Cuba and sinking her so as to pake the escape of the Spanish ships impossible. Constructor Hobson will also be numinated to the Senate for advancement ten files in the Construction Corps. He is now the junior officer of the corps, with the relative rank of Lieutenant, and his advancement will take him nearly to the top of that grade. All the men who will be jumped are older than Mr. Hobson, and he will attain the relative grade of Captain, the highest in his

corps, while a comparatively young man. The seven enlisted men who composed the crew of the Merrimac on her perilous run past the forts at the entrance to the harber and through the tornedo fields will also be honored. Under section 1,407 of the Revised Statutes, "Seamen distinguishing themselves in bator by extraordinary heroism in the line of their profession, may be promoted to for ward warrant officers, upon the recommendation of their commanding officer, approved by the flag officer and the Secretary of the Navy. When seamen have received this recommenda tion "they shall be given." the statute says, " a gratuity of \$100 and a medal of honor, to be prepared under the direction of the Navy De-

partment." Before rewarding Hobson's seven blue ackets will be necessary for the Navy Department to receive a statement from Admiral Sampson say ing that they have been recommended for pro motion by the Captains of their respective ships and that his approval is given. In his official despatch narrating Hobson's heroic exploit Ad-Hampson did not mention the members of the Merrimac's crew by name, nor did he comply with the requirements of the law regarding their advancement. He has been directed by telegraph to send the names of the enlisted men without delay, and will, of course, include in his answer the statement necessary to secure them their deserved reward.

Secretary Long will indorse the Aumiral's statement, and if it is desmed advisable to make the men warrant officers, the highest grade in the enlisted force, the Presi-

wears a uniform very much like the undress of commissioned officer. He also wears a cap that a layman cannot distinguish from that worn by his superiors. A warrant officer is known as gunner, sailmaker, carpenter, or boatswain, according to his duties; is called "Mister" by the officers, and is treated with great consideration. His pay ranges from \$1,200 to \$1,800 a year, and he can retire for age or disability on three-fourths of the sea pay

he was receiving at the time of retirement. Arrangements for the exchange of Hobson and the seven enlisted men have been left to Admiral Sampson and Gen, Shafter, Fifteen Spanish prisoners of war are now at Fort McPherson, Ga., and an equal number of these, perhaps more, will be turned over to Spanish authorities in Cuba in exchange for the surrender of the eight Americans.

At the request of the Navy Department this list of Spanish military prisoners has been fur-nished it for transmission to Admiral Sampson to facilitate the arrangement of the exchanges First Lieut, Lucas Saens Gastaminea, Second Lieut, Emilio M. Cabeza, Second Lieut, Baldo-mero Apricio Zambrano, Second Lieut, Juan G. Ramos, Second Lieut. Cleto M. Castro, Second Lieut, Pedro L. Alvarez, Second Lieut, Juan Gonzales Varges, Sergt. Enrique A. Olie and nine privates.

NEW YORKERS ON THE MERRIMAC. Clausen Had Filibustered and Fought in Chili-Montague Likes a Fight.

Randolph Clausen, coxswain of Admiral Sampson's figable New York, one of the Merrimac volunteers, was born in Boston twentyrejoicing over the sinking of the American ship | eight years ago. Early in life he drifted away from home and in 1890 he turned up in Chili, leading a fillbustering expedition against the Chilian Government. He landed arms and ammunition on the Chilian coast for the Congressional party and he was one of the men aboard the Esmeralda, which entered the harbor of Autofagasta and demanded surrender of the town within three days under threat of bombardment, and which afterward bombarded Coronel. For some reason or other, his friends say because the Congressional party had falled to make good a sum of money which they had promised him, Clausen abandoned them and oined the Balmacedist Navy. On the day of the Baltimore incident in Valparaiso Clausen figured in the row which afterward led to international complications between this Government and Chill. Being a born American, he took sides with the American sailors, and almost lost his life for doing so. It was on Oct. 16 when two boats' crews from the cruiser Baltimore were ashore in a drinking saloon and an altercation arose between them and some Chilian sailors. Clausen was in that saloon, in the uniform of the Chillan Navy. One of the Chilians was knocked down. The Americans were then assaulted with knives and other weapons, and when hey attempted to escape by jumping on a street car a great mob followed them and dragged them from the car. A street riot fol lowed. One of the American sailors was shot dead. Fifteen were wounded; another was stabbed in the back, and died shortly afterward. Clausen on that day succeeded in stopping the fury of the mob, He got the police constables to interfere and then, with half a dozen Chilian sailors, he held the mob back, coaxing, pleading, and threatening them. Seeing that he was in the uniform of Chili, the police finally succeeded in suppressing the riot and arresting those suspect ed of having a part in it. Clausen had incurred the enmity of the Chillan sailors by taking the part of the United States sailors. He fied to Iquique, and there, discarding the uniform of Chill's navy, enlisted in the service of Uncle Sam, going aboard the Baltimore, which was then in command of Schley. The attack on the American sallors was regarded in Washington as a national insult; the Govern-

ment demanded satisfaction and Chill paid an indemnity of \$75,000. Clausen has remained in the United States Navy ever since, with the exception of three days' time in February, 1897, when he got married. He had been transferred to the Raleigh, and afterward became coxswain on the New York. Whenever his vessel the Brooklyn Navy Yard he boarded at the house of his cousin, Mrs. Anna Hessel, at 127 Cherry street, where he met Miss Theresa Heavi. He married her in Brooklyn on Wash-

ngton's Birthday last year. "Clausen is an athlete," said his cousin, Mrs. Hensel, yesterday, to a SUN reporter. He is a red-hot American although he can speak Norwegian and Swedish. He pulls stroke oar with the cruiser New York's racing team, and he is very popular with his shipmates. After receiving his last letter my husband, Max, got the war fever, and, taking eight men from our boarding house here, he went over to the Brooklyn Navy Yard and enlisted. My husband came to New York to-day on the hospital ship Solace. He is

the ship's cook." Daniel Montague, the other New Yorker, who was one of the volunteers to sink the Merrimac, has a wife and 5 year-old child living at 142 Flushing avenue, Brooklyn, Montague was born in Ireland twenty-nine years ago, and went

to live in Liverpool when a boy. "Dan was chief master of arms on the New York," said Mrs. Montague. "We were married in Liverpool about six years ago, and im mediately after that he came here and enlisted in the navy. He was an all-round athlete and a good wrestler and boxer. He always wanted to be in a fight. Once he \$75 in a wrestling match with a fellow scaman. On another occasion he got into a row with four men in a Brooklyn saloon, and he licked the four of them. The last time that Dan got into a boxing match he lost two of his teeth, and since then he has been wearing his mustache long. The man be fought was completely knocked out. Dan reenlisted in the navy just before the holidays two years ago. When I write to him again I will suggest that if our next baby is a girl I will name her Merrimac Montague."

WHITNEY'S TRIP IN PORTO RICO. He Collects a Mass of Information for tis and Returns to St. Thomas.

Special Cable Despaich to THE BUN. ST. THOMAS, Danish West Indies, June 5 .-The work of Lieut, Whitney in Porto Rico was done very thoroughly. He entered and left the island easily, crossing from Ponce to San Juan. He found that Ponce was garrisoned by 1,000 regular Spanish troops, while at San Juan there were only 2,500.

All the soldiers outside of San Juan were dis-contented. Tey had not received their money for some time, and the food they received was meagre and of very poor quality. An undercurrent of pro-American sentiment was everywhere visible. The island is really

waiting to be taken. Whitney went to Porto Rico to learn the exact condition of affairs there for the American Government. He has returned here with the fullest information needed by the United States to guide its action.

CRISTINA'S DESIRB. The Queen Regent Does Not Wish Castolar to He Prescented.

Special Cable Despatch to Tun Bus. Madrid, June 5 .- Queen Regent Cristina has expressed her personal desire that Senor Castelar shall not be molested on account of the article written by him which was recently pubished in the Paris Revue Internationals, he himself having announced that he had no fu-Leution of offending her Majesty.

The article, which rather severely criticised the Queen for meddling in politics, was written on April 1, before the political situation became

ALL OF THE REGULARS AND MOST OF THE VOLUNTEERS ON THE SEA.

These at Mobile Mave Also Departed-The Utmost Secreey at the War Department as to Their Destination, but It is Inferred That They Are on Their Way to Santiage and Ports Bice-Defence of the Quartermaster's Department from Criticisms Al-

leging Delay in Purnishing Supplies. WASHINGTON, June 5.-The War Department was practically deserted to-day by officers and clerks, only a few of the latter being at their desks during the morning to dispose of the immense amount of mall which is received daily at the department. Adjt.-Gen. Corbin was in his office nearly all day with a stenographer whom he kept busy, and the single aide to whom his personal staff has been reduced.

The utmost secrecy in regard to the movements of troops is enjoined upon officers and confidential clerks on duty at the War Department. The precautions against publicity in this respect -already apparently abundant—have been made more stringent. The department has had official advices, presumably, of the departure of troops from Mobile and Tampa, and it is commonly supposed that all of the regulars and nearly all the volunteer troops at those points are now upon the sea. It is left to conjecture what direction the transports have taken, but by observant army officers the military force is assumed to have been despatched to Santiago and Porto Rico.

Up to midnight the Navy Department had nothing to make public from Admiral Sampson. Many rumors of fighting at Santiago were in circulation during the evening, but the department officials said they had no confirmation of them. A report that Admiral Sampson had landed marines near Santiago is not discredited, but this means little, as the naval authorities will not as a rule say anything whatever about such matters until their official advices have been thoroughly considered and edited for the press, THE SUN reporter has been assured from a credible source that no further offensive operations will occur at Santiago until the military expedition arrives here, unless the Spaniards attempt to erect or strengthen the defences, or to remove the wreck of the Merrimac. According to other information, which may be based on mere supposition, there will be no more fighting at the blockaded port until Constructor Hobson and the crew of the Merriman have been exchanged. It does not appear probable, however, that this matter will be allowed to delay the plans of the United States, as Admiral Cervera has offered to effect an exchange of prismers, which practically amounts to giving his word of honor that they will be turned over to Admiral Sampson when Spanish prisoners in the custody of this Government have been surrendered to the Spanish authorities.

The main question discussed in naval circles is how soon will the transports conveying roops reach Santiago. It is pretty generally believed that the transports are already on their way to that port, and some of them will probably get there in a day or two. Information beheved to be trustworthy indicates that some transports sailed from Tampa not later than Friday last. The voyage will take about four days, so that the prospects of the commencement of the land campaign this week are very good. The understanding between the military and naval authorities is that Admiral Sampson's ships shall protect the landing of the troops at a point near Santiago, and, this accomplished, again proceed to make it hot for the fortifications and Cervera's fleet in the harbor while the military forces, in conjunction with the insurgents under Garcia, attack the line of breastworks surrounding the town.

Siege guns of the Napoleon type are to be used by the army in its operations against the Spanish stronghold, and if these can be installed in commanding positions they will devote quite as much attention to Cervera's ships as to the land forces of the enemy. Low, strong trucks with wheels four or five inches wide are to be used in hauling these guns to their positions. The trucks were recently completed and some of them are now probably on board transports bound for Santlago. Whether the guns were shipped at the same time cannot be ascertained, but the opinion here is, among those who know some of the things that are going on. that they have not been.

Officials in a position to know say that the operations against Porto Rico will not begin until Santiago has been taken. In the meantime, however, it is probable that armed scout ships will lie off San Juan in the ope of capturing thhe torpedo boat destroyer Terror and some of the small gunboats of the enemy which may seek a refuge in that port.

The Adjutant-General of the army made public te-night a communication addressed to him by a prominent officer of the Quarterniaster-General's Department, whose name is withheld, defending that branch of the military service from the criticism that the alleged delay in sending troops to points in Cuba and Porto Rico was due to its lack of preparation. The letter, which is practically an official report, follows:

"As verbally requested, herewith is a sum mary of clothing and equipage supplied to date to the various camps. It does not include supplies secured on the Pacific coast for the Manila expedition, what has been furnished to recruits in the regular army at various stations, equipments for immune regiments being supplied in dependently, nor thousands of garments su; plied to volunteers at points of muster required to relieve reported sufferings, such as shirts, drawers, stockings, shoes and tents. These

were sometimes supplied by purchase there and frequently by shipment by express.

"In this connection I would remark that many States held men in camp weeks before they were mustered in, and when turned over to the General Government they were in many instances reported to be barefooted and with only the shirts worn when leaving home. From these come mostly the complaints, nor is it arrange. eral Government they were in many instances reported to be barefooted and with only the shirts worm when leaving home. From these come mostly the complaints, nor is it erange. Up to the present time the office has had to judge as to what kind and what quantities would probably be most required at the various points of concentration, having received no intelligent information as to special needs, because the Quartermasters at the camps have not themselves been able the determine them. Shipments have been madedn such quantities that the freight service is congested on all roads near the camps, and in many cases the local offices have been unable to handle and issue the supplies already furnished. A little time must be allowed in which to work it out. In the meanwhile complaints which left their States in destitute condition, and from those who do not appreciate the difficulties to be overcome. In many instances not only had the articles to be manufactured, but also the material composing them.

"It is painful to hear complaints, but I cannot see how, under the circumstances, the General Government could have so acted as to have entirely prevented occasion for them. In 1861, after a much longer space of time, many regiments went to the front without uniforms, and tentage haddle be imported from Europe. This department, during all this great rush, entailing the expenditure of such vast sums of money, has had to be mest vigilant and careful to see that articles of the proper quality were secured. The Quartermenter-General has been at his effice until midnight for weeks exerting effort that must in the end reflect credit upon the Administration."

Appended is a complete list of all the articles furnished by the Quartermaster-General soffice up to the present time. The more important leams of the list are as follows: Blankets, 55,000; tents of all kinds 92,000.

Au officer in the Adjutant-General's office, in conversation with a reporter of Tras Sux on the subject, stated one other important factor in the unpreparedne

SPAIN'S CASE HOPELESS.

The London Times Says It Is Simply a Questiof Farther Blansters.

Special Cable Desputch to THE SUR LONDON, June 6,-The Times this morning

With the disappearance of all hopes founded spon the Spanish fleet the sympathizers with Spain recognize that her case is hopeless. Vague aspirations of European intervention now find vent and the Americans are warned that with a long seaboard upon two oceans they cannot afford to disregard the wishes of a combination of two or three powers They won't distress themselves over these warnings until the combination is in a more tangible form than there is any prospect of at

present. "The Spanish people made their fight as well as their previous neglect and unpreparedness would permit and the game is clearly lost. Cubs is lost to them in any event and all that remains is for them to ask themselves whether they will add other perfectly gratuitous disasters."

HOW EMERSON ESCAPED.

Bribed His Spanish Jatler, Stole & Horse and Bode Like Mad.

Special Cable Despatch to THE SUS. St. Thomas, Danish West Indies, June 4 .-Emerson, the newspaper correspondent who was created in Porto Rico, but managed to effect his escape from his captors, who thereupon declared that he was a spy, arrived here yesterday on the steamer Madiana, bound for New York. He says that he went to Porto Rico to assist Mr. Whitney, an officer of the American secret service, who was making investigations sland. He was arrested at Caguas and thrown nto jail, but did not stay there long.

He found that his jailer was very short of money, and he offered him 25 pesetas to release him. After some haggling the jailer accepted the money, and shortly thereafter Emerson coolly walked out of the prison. Then he stole a horse, and, mounting him, rode fast and blindly for forty miles.

He might, perhaps, have been recaptured as he knew nothing of the country, had it not been for his meeting a schoolboy. Emerson stopped the boy, and by threatening him with a jack knife compelled him to draw a map of the isl and showing the main roads. The boy did the work excellently, and Emerson paid him a good

price for the map and bound him to secrecy. By using the map Emerson was enabled to get to Arroyo, where he found some American sympathizers, who furnished him with an escort of five mounted guards. Finally, a sailboat used for transporting tobacco was found, and its owner was prevailed upon to carry Emerson to St. Croix. When he arrived at the latter place he found that the news of his escape and horse stealing experience had preceded him, and he was detained for taking the horse. The authorities were finally induced to release him, as he had sent the horse back to the place whence he had taken it, and he was permitted to sail on the Madiana.

SAN FRANCISCO'S DAVITS GAVE WAY One of the Crew Drowned and One Injured to Lowering a Whaleboat.

PROVINCETOWN, Mass., June 5.-The flagship San Francisco finished coaling here yesterday and remained in the harbor over night. The easterly gale which had been blowing for three days tossed up a riotous sea in the bay and harbor. The night was dark as pitch, stormy, and At 8:30 one of the whaleboats was ordered away to obtain the evening mail, and the boat's crew took their places on the thwarts preliminary to lowering away. Just as ward glide some one blundered or some part of the lowering gear failed. The boat pitched by the head and fell into the sea on the star-

"Man overboard!" rang out immediately, and the crew with a rush came upon the scene. With all speed they launched a second boat and started to rescue their fellow tars, whose shouts for help could be heard plainly, though nothing of them could be seen for the intense darkness. The self-detaching hooks forward and aft on the whaleboat had for once done their duty too well. They released the craft as soon as she struck the sea, and she drifted away to leeward past the ship, with her crew clinging to her bottom

The searchlight was flashed upon the waters as quickly as possible after the accident in an attempt to find the unfortunates and a steam launch was sent away in search. One of the sailors on board had already leaped into the sea with a rope about his waist and had assisted in saving life. Four men had been rescued from the overturned boat. A long hunt ensued, but the wrecked boat and her coxswain could not be und. He was not seen after the fall, and had probably been stunned in the crash which followed the up-ending of the craft. At 3 o'clock to-day the boat was still missing, and K. L. Wescl. the conswain, lies at the bettom of the harbor.

Syenson of the crew had a miraculous escape as his leg was broken when the mass of men fell and he was endangered greatly by his companions, three of whom were hanging to him when escue came. Wessel, the lost man, was a native of Germany, but was a naturalized citizen of

this country. THREATS FROM RUSSIA.

" Coast Lines Could Not Stand the United Fleets of Inc or Three Powers."

Special Cable Despatch to THE BUN. LONDON, June 5.—A despatch from Vienna to the Telegraph says: "An article in the St. Petersburg Novisti, which is regarded by diplomats here as a paper in close touch with the

Russian Government, declares: was a sort of capitulation, both senseless and criminal. The war must end, and America must voluntarily subordinate her wishes to the

dgment of the powers." The article closes with a menace to the United States, 'whose position with two long and open coast lines could not stand the united fleets of

two or three European powers." AMERICAN WARSHIP OFF SPAIN. Spanish Visual Organs See Her Looking Askance at a British Vessel.

Special Cable Despatch to THE RUN. MADRID, June 5 .- Reports received from several sources say that an American warship cruising off the Spanish coast closely scrutinized finally allowed her to proceed.

CUBA NOT YET ISOLATED.

The Halifas and Bermuda Cable Company Still in Communication with Santings. HALIFAX, June 5 .- The Halifax and Bermuda Cable Company officials in this city announce that they are still in cable communication with

Special Cable Despatch to THE SUR. Madrin, June 5.- The Mint will begin to morrow to coin a million silver pesetas daily. " Yankee Brigandage and Piracy." TACOMA, Wash., June 5.-The English newspapers at Hong Kong, Shanghai, and Yoko hama express strong sympathy with America in its Spanish wer, while the Fortuguese papers at Macao and the French papers in Tonquin call Dewey's attack on Manila an act of Yankee

Spain's Mint to Grind Out Silver.

igandage and piracy. Hate Beaks Are Sunranteed

CAMARA'S FLEET AT CADIZ.

THE REPORT THAT IT HAD DEFT SPAIN WAS EERONEOUS.

Instructions from the Cabinet Council in Madrid Were Telegraphed to Camara Vesterday-Mister tunon Says the Naval Prop arations at C.dix Are Being Pushed-Gum Trials Are Made Dully, and the New Wayship Levanto Will He Ready in his Bayo-Ledicrous Report on the San Juan Fight

Special Cable Despaich to Tun See.

MADRID, June 5 .- A prolonged Cabinet counell was held to-day at which important decisions were arrived, resulting in the tele graphing of extensive instructions to Admiral Camara, commanding the fleet at Cadiz,

The Duke Almodovar de Rio, Minister of Foreign Affairs read a note to the council reciting acts contrary to international law which had been perpetrated by the United States, and he was authorized to submit a note on the subject to the representatives of the powers,

An official telegram from the Philippines was also read describing the excellent spirits and discipline of the Spanish forces there, adding that there were many cases of smallpox among the members of Admiral Dewey's command. Senor Pulgeerver, Minister of Finance, spoke of the progress made in the work of pushing negotiations for a new loan, and Senor Aunon, Minister of Marine, told of the work of naval preparation at Cadiz, which, he said, was being prosecuted with the utmost energy. New trials

warship Lepanto would be ready for sea within six days. The Ministers were greatly encouraged upo the reading of a letter reciting the details of the engagement between the American squadron and the batteries at San Juan, Porto Rico. The Americans, the letter said, fired 1,200 shots, all of which were harmless except one, which did about \$10,000 damage. The shots from the forts killed over a hundred Americans. Eighty

of guns were being made dally, and the new

of these were buried at Port au Prince. Two Spanish noblemen, members of the Licea have made a bet of \$50,000 as to the whereabouts of Admiral Cervera's fleet, one wagering that the ships were en route for the Philippines and the other that they were destined for Cuba-The bet has been formally registered before a notary and the bettors have agreed to give the money to the war fund when the wager is decided.

all classes which overrides the influence of the partisans of peace who are numerous in the best-informed circles. The military authorities are active at Tarifa and Algedios preparing to oppose some ex pected English seizure of vantage ground near

The consensus of press opinion points to a

fresh development of warlike feeling among

Gibraltar MONADNOCK SAILS FOR MANIEA. The Monterey Is Rendy and Will Leave To-

Day with Her Consurt. SAN FRANCISCO, June 5 .- The Monterey did not sail to-day, but is expected to leave to-morrow at noon. Her consort, the Brutus, came down from Maro Island this evening and the ships would have gone to-day had it not been that some of their officers had leaves.

Marines were hurried aboard the Monadneek

nd she sailed this afternoon for Honolulu. She went direct from Mare Island through the Golden Gate, so there was no demonstration. If the second Manila expedition gets away by next Sunday remarkable work will have to be done, according to those in a position to know. The delay is not in putting aboard the supplies or in the outfitting of men to go, but in making ready the transports for the long journey. The oading of supplies on the Zealandia has begun. It will take two days to complete this task, When she is fully provisioned a day will be spent in delivering supplies to Camp Merritt,

when the China and the Colon will receive their

allotments. There has been no rush work done

"The Government is not as much exercised over the question of haste as it is of the matter of assuring the health and comfort of troops. This is the prime consideration. The vessels might have gone before now but for the minute precautions being taken in their preparation. At this season epidemics of various diseases must be warded off. Ventilation of sleeping quarters, sanitary arrangements of many kinds, good cooking and hospital room are the items that cause the seeming prograstination. The Medical Department supervises every detail of the ship and all must be in compliance with its regulations. This takes more time than one

night think. "Besides, no valid reason exists for undue haste. The establishment of the authority of the United States in the Philippines will not be a matter of a week or so. It must be solidly founded, and the main desideratum is plenty of supplies and men well equipped and strong for their duties."

The Centennial arrived on Thursday from Puget Sound, and it was supposed that she was all ready for the troops. The Medical Board inspected her, made their report, and it is understood that they found her not properly fitted for the trip. Changes must be made in her arrangement of berths. These are in triple tiers and awkwardly built. The Ohio has not arrived. She, too, will have to undergo an inspection, and consequently alterations, which will delay her

No news of other character has been received in San Francisco by the army. The Valencia, City of Para, Alameda, and half a dozen others are all possibilities as transports. There was considerable talk to the effect that the Centomnial had been condemned by both the Japaness "The appeal of Spain to the European powers | and British governments. This is denied. The ship has been inspected three times within the hast six munths and passed as satisfactory.

Thirty-eight members of the Fourth Cavalry arrived this morning from Portland and went to the Presidio. To-day was warm in both army camps, and soldiers had a let-up on drills.

NO REPORTERS WANTED.

Blanca Probibits the Stay in Cuba of Foreign Correspondents. Special Cable Despatch to THE SUR.

HAVANA, June 5 .- Cautain-General Blanco has issued a decree prohibiting the stay in Cuba of all foreign correspondents, who, the decree declares, will be regarded as spies and their cases submitted to the military code. This is interpreted to mean that they will be shot. Gen, Blanco has dismissed from office Sefior Armando, Secretary of the Court at Santiage de Cuba. This action is taken as a punishment for Senor Armando's alleged assistance to the insurgents, and his having appropriated to his own or other improper use the sum of \$10,000

belonging to the public funds. NO COAL FOR SPANIARDS THERE.

A Cont-Laden Steamer In Not Permitted to Special Cable Desputch to THE BUS. ST. PIERRE. Martinique, June 5.-The British

steamer Twickenham, laden with coal, has been at Fort de France for some time and has been unable to obtain permission to land her cargo. The coal she has on tourd is consigned to the Spanish Consul at Fort de France and was pre sumably sent there for the Spanish torpedo boat Terror.

The Twickenham will leave to-night for Jamaica, and possibly may coal the fleet which was reported to have been seen off the northwest coast of the island last evening.